

OLYMPIC TORN BELOW WATER

HAWKE'S RAM WOULD HAVE SUNK A SMALLER SHIP.

All Eyewitnesses Blame the Warship—Months Needed for Repairs—Great Huddle Among Passengers for Other Ships—Praise for the Liner's Officers.

Special Cable Dispatches to The Sun.
 SOUTHAMPTON, Sept. 21.—Harold Sanderson, the general manager of the White Star Steamship Company, told the Sun correspondent to-day that it would require at least ten days to make temporary repairs upon the Olympic, which was rammed yesterday by the British cruiser Hawke, before she could start for Belfast, and that after her arrival there it would take not less than two months to remedy the damage inflicted by the Hawke's sharp bow.

The Olympic with a hole in her side that would have resulted in total disaster to a less gigantic vessel, made ten knots on her own steam to-day coming into Southampton. She had scarcely been warped into her dock when three divers were sent down to examine the damage done below the water line. They reported after three hours examination, that the Olympic was worse damaged below the water line than above. The Hawke's ram had done cruel injury twenty feet below the surface.

It is said here to-night that while the Olympic is undergoing repairs about sixty additional suites will be constructed on the promenade deck, taking in passengers that have been found useless and otherwise utilizing nooks and corners.

The first passenger ashore was Louis Swift of Chicago, who is interested in the racing business.

"It was a quick trip," said Mr. Swift. "Not a soul on board the Olympic uttered a word of anything but praise for the officers of the liner. They unanimously laid the blame on the navy vessel."

W. B. Pollock, the marine superintendent of the New York Central and Hudson River Railroad, who has been touring Europe with President Brown, said that if he were told that the ramming of the Olympic had been deliberate he could well believe it. Whether the Hawke was maneuvering or not he was not able to say, but he expressed the opinion that she was stupidly handled. The Olympic stood the shock like a mountain, while the Hawke seemed about to turn turtle.

The warship, said Pollock, raised no signal until after the collision, when she signaled that she was not under control. He was watching the Hawke as she ran parallel to the Olympic and when she turned he saw two officers run from the bridge of the Hawke to the wheelhouse.

The Rev. Father O'Callaghan, who was one of President Taft's delegates to the anti-alcoholic congress at The Hague, added his voice to the general view that the Hawke was to blame. Col. J. J. Sinclair, with three generations of his family on board, was full of praise for Capt. Smith. He said that the efficiency of the captain and officers was shown in the fact that there was no alarm on board. The collision that prevailed was evidenced by the fact that a man who was asleep when the collision happened got up in the afternoon and asked why the boat was anchored. He refused to believe it when told that there had been a collision. This morning the confidence of the ship's company was so complete that not a single passenger was on deck until after 6 A. M.

Eugene Zimmerman was met at the pier by his daughter, the Duchess of Manchester, and the Duke. As an ex-naval officer he expressed the opinion that such a collision had caused the collision. Harry Payne Whitney when he came down the gangplank remarked laughingly that it looked as if he would be obliged to become a permanent resident of Great Britain.

The millionaire class of passengers as a general rule were not worried because they were delayed except Edward W. Sheldon, president of the New York Trust Company, but in the second cabin there were a number of pathetic stories to be heard. Here was a family anxious to reach home on account of sick and dying relatives; others were cutting their vacations to the finest edge and were afraid that they would lose their jobs if they were not able to return immediately.

The 600 steerage passengers on the other hand, like their millionaire neighbors in the first cabin, seemed quite happy to be taken to the White Star Line's immigrant home at Southampton, where they will be kept at the rate of \$1 a day until they can be accommodated on other ships.

At the end of the day it was found that about seventy-five saloon passengers, some second cabin and 500 steerage could sail on the Cedric on Saturday. The rest of the second cabin crowd can get away on the Cedric on October 5. A number of first cabin passengers may find it difficult to board the ship. It is practically certain that all the Olympic's passengers will be on their way to the United States within ten days.

One of the busiest workers on the pier was the Duke of Manchester, who was here, there and everywhere, getting tickets and baggage and looking after his father-in-law, Mr. Zimmerman.

After the passengers came ashore the work of taking out the cargo was begun.

The Olympic raised her anchor off Calshot Castle at 8:30 o'clock this morning and steamed slowly to this port at the top of the morning tide. She came back conveyed by a cluster of tugs. She berthed in the deep water basin at 10:30 o'clock, within twenty-four hours after her start for Cherbourg and New York.

She was much deeper in the water than she should be, drawing 35½ feet at the stern and 35 forward. She had no appreciable list. The water had been pumped out as well as possible.

The decks of the damaged liner were crowded with passengers eagerly looking over the rails and the portholes were framed with curious faces. The attention of the throng on the quay was concentrated on a triangular hole in the starboard side of the ship about ninety feet from the rudder. It was a gaping wound fifteen feet in height.

Across the top of this hole, such was the force of the impact of the two vessels, the plates had been driven inward to a depth of five or six feet, revealing a mass of twisted iron work and exposing several portholes to view.

On the water line the water that was so small a hole, the one pierced by the Hawke's ram. The water continued the damage lower down.

An examination by divers showed that the injury below the water line was more extensive than the damage above the water. It has been correspondingly discovered that the ram of the Hawke was completely shattered. The water plates are holding merely by a few rivets. The hull will have to be reconstructed.

Most of the passengers of the Olympic immediately boarded special trains for London, whence they will make connections with other vessels and sail for home.

The White Star company has arranged for the first and second class passengers to sail by the steamship St. Louis from Southampton on September 23, the Nordam from Boulogne on the 24th, the Arabic from Liverpool on the 26th, the Majestic on the 27th, the Cedric on the 28th and the New York on the 30th.

Harry Payne Whitney, Frank Munsey and Lord Alfred Astor were among the first to start for London. There was frantic competition for the few available berths on steamships which are to sail in the next few days, and hints were broadcast that any persons who were booked on these vessels and were willing to surrender their accommodations would be handsomely compensated.

After Thomas Magee of California, who hired a wherry, got down the side of the Olympic while she was at anchor last night and succeeded when he reached the shore in securing passage on the Adriatic, returned to the damaged liner there was excitement among his fellow passengers. He told them that he had secured four of the five berths available on the Adriatic. Speculation immediately began in options on the fifth passage. J. H. Wertz finally got it for \$300.

Mr. Magee made some remarkably fast time. His time table was as follows: 1:30 P. M., aboard the Olympic at anchor in Cowes Roads; 1:45 P. M., in the small boat; 2:45 P. M., at Cowes; 3 P. M., telephoning to Southampton for the first available berth; 3:40 P. M., on a steamboat at Cowes bound for Southampton; 4:45 P. M., at the White Star office in Southampton; 5:30 P. M., booked passage on the Adriatic; 5:30 P. M., back on the Olympic via a specially chartered tug; 7 P. M., on his way to London with his wife and friends.

E. W. Sheldon, president of the United States Trust Company, one of the passengers on the Olympic, secured the last available berth on the Adriatic. He had to hustle to reach Liverpool before 6:30 o'clock to-night in order to catch that boat.

Mr. Sheldon landed from the Olympic at noon and arranged for a special train to Liverpool at a cost of \$300 plus the first class fare. The distance from Southampton to Liverpool is 200 miles over three railway systems. After he had arranged for the train Mr. Sheldon found that although he was president of a trust company he had no actual cash and the railroad people did not know him and could not accept his check. He went to William E. Boulton, the former head of the Red D steamship line, and got all the ready money the latter had, some \$125.

This was not enough. The second steward of the Olympic then came forward and guaranteed Mr. Boulton's credit to the railroad people. Mr. Boulton in turn guaranteed Mr. Sheldon and the railroad officers accepted the latter's check. The train got away from the Southampton depot at 12:33.

The best time on record for the trip, including the changes, is six hours, so the special had to make a new record to catch the boat. The railroad people planned to cut the time sufficiently to enable Mr. Sheldon to catch the Adriatic at the riverside. The train consisted of a locomotive, baggage car and one coach. Mr. Sheldon told the correspondent of THE SUN that he was particularly anxious to get to New York because October is a big financial month.

Despatches received here to-night from Liverpool say that Mr. Sheldon arrived there nine minutes after the Adriatic was due to leave, but the vessel was held up because all the baggage was not on board at the time, so Mr. Sheldon spent just half a minute in Liverpool and got on board.

The steerage passengers will be divided between the St. Louis and Majestic. The pumps on the cruiser Hawke were kept going at Portsmouth all night to keep down the intruding water. She was dry docked this afternoon and a court of inquiry will be held at once. The crew of the cruiser say that her engines were reversed within thirty seconds after the collision. The impact threw the crew off their feet.

The Hawke presents an extraordinary spectacle. Her stem is gone and twelve feet of her upper deck is curiously twisted. Her bows are completely twisted toward starboard. The plating is ripped off and the foremost torpedo tube is exposed.

Walter B. Pollock of New York, a passenger on the Olympic, in describing the scene on the bridge of the cruiser Hawke before the accident said that when the collision appeared to be imminent two officers jumped off the cruiser bridge and dashed into the wheelhouse in an evident attempt to prevent the warship from ramming the liner. Notwithstanding their efforts the course of the warship did not appear to change and her speed was uncheck.

LONDON, Sept. 21.—Probably every marine insurance company and practically every underwriter in Lloyds has a direct personal interest in anything affecting the safety of the Olympic, since in order to insure her the resources of all markets were called into requisition. The cost of building the ship was, it is understood, about £1,500,000, or \$7,500,000. She was insured for £1,000,000, and it was impossible to place all of that amount in this country at reasonable rates, so £723,000 was placed here and on the Continent, and it is presumed that other policies were written in the United States.

The policies provide that the underwriters are not responsible for any claims below £150,000, so the impression is that the underwriters are not likely to be called upon to pay out anything for the present mishap to the ship. Immediately after the news 5 per cent. was accepted to pay any claims on her policies, but later the lines reinsured at much lower rates.

It has been raining wireless messages at the various shipping offices from the passengers on the Olympic who are anxious to get passage back by the first available vessels. The accommodations on the Mauretania are all taken. The Cunard, North German Lloyds and Hamburg-American companies are doing their utmost to accommodate the stranded passengers, but the demand for berths comes at the worst possible moment.

Very few accommodations are available, and on some of the ships scheduled to sail in the next few days only officers' cabins can be had. Some of the Olympic's people have obtained berths on the President Grant, sailing on September 22; the Victoria Louise, sailing on September 24; the Kronprinz Wilhelm, which will leave on September 27 and the Carmania, which sails on September 30. Some of the saloon passengers on the Olympic have vainly offered as high as \$1,500 and \$2,000 for accommodations.

CHEROUBURG, Sept. 21.—The 430 passengers who were awaiting the Olympic here learned with dismay yesterday of the collision. The company rapidly arranged for special trains to Paris, where the passengers might await the sailing of another liner.

Among the disappointed Americans who were waiting here for the Olympic were the Fowler family of New York. They had missed the White Star steamship special train from Paris, and as they were anxious to get home, they hired an automobile and came here at breakneck speed. When they got here they were met with the news of the accident to the big ship.

IRISH FOOD SUPPLY SHORT

RAILWAY STRIKE SPREADS AND NO SETTLEMENT NEAR.

Began Over a Trifling Dispute About Loading Timber. Two Men Wouldn't Work and the Result Is On in All Sorts of Places—Traffic Held Up.

Special Cable Dispatches to The Sun.
 DUBLIN, Sept. 21.—The strike on the Irish railroads is spreading and the situation has become worse. The food supplies are becoming short, and at present there is only enough in this city to last for two days.

There seems to be no prospect of a settlement, as the companies repudiate any suggestion of a compromise.

There is a simplicity about the Irish railway strike in its inception that is rare in big industrial troubles. The fight does not concern wages or hours or discipline. Two men employed by the Great Southern refused to handle timber shipped by a firm which had a dispute with its employees. The railway men's society backed up the two men. The railroads said that they were legally bound to handle the firm's timber and then came the strike as has been reported.

The executive committee of the Amalgamated Society of Railway Servants crossed from England and started off with a threat against the roads, and then it weakened. But last night the committee issued a long statement saying that they felt it would be dangerous to delay longer putting into execution the previous night's resolution to "withdraw all labor from Irish railways," in other words to proclaim a general strike on the Irish railroads.

Mr. Williams, the English secretary of the executive committee of the society, at the same time announced that the strike would not affect the English railways and would apply only to Ireland for the present.

Mr. Mitchell, the Board of Trade representative, who is in Dublin, has not been able to effect any agreements. He met the timber merchants who refused to recognize the composite union of trade unions to which the timber workers have attached themselves, arguing that every trouble arising in any matter concerning the union would be foisted upon them, whether they were in any way responsible or not.

The timber merchants are now arranging to import free labor and house them in their premises. One of their members says that plenty of railroad men are willing to work if they are guaranteed sufficient protection, but this hitherto has not been forthcoming.

The Midland company's men have so far not joined the strike, but say that they are ready in case there is a general strike throughout the United Kingdom. Men who went to work at the Inchicore locomotive works just outside of Dublin to-day were boycotted by the shopkeepers, who refuse to supply goods to them, and the children of the strikers in the schools refused to sit on the benches with the children of the non-strikers.

Cases of serious intimidation are reported in Dublin. One hundred of the Irish Rifles have now been placed at the Kingsbridge station.

The Great Southern has improved its passenger service on its branch lines, but the main line service has been further curtailed. The tourist traffic to Killarney Lakes has been suspended. The telegraph wires have been cut and the only means of rapid communication is the motor car.

The first train from Limerick since Monday arrived to-day at Ennis with five passengers.

Lord Aberdeen, the Lord Lieutenant of Ireland, who has been criticised by the press for his absence, has left his shooting box in Aberdeenshire for Dublin.

LABOR TREATS IN FRANCE.

Union Official Caught Wire Cutting in Navy Yard—Police to Stop Meeting.

Special Cable Dispatches to The Sun.
 PARIS, Sept. 21.—Grave disturbances are feared at the Brest arsenal, where the union workmen want to interfere with the navy shops. Some time after the recent cutting of telegraph wires in the yards there the police established a system of electric bells on the telegraph poles. These bells give an alarm when any one interferes with the wires.

In this way a port worker named Gourmelon, who is treasurer of the Labor Exchange and Union of Labor Unions, was caught cutting wires last night on top of one of the poles.

The National Confederation of Labor announced to-day that a vast meeting will be held on Sunday as a manifestation against war and the high cost of food. On learning of this announcement M. Lépine, the Paris chief of police, and his assistants held a conference. At its conclusion this afternoon they announced that the severest measures would be taken to prohibit the meeting.

The head of the revolutionary party and the labor leaders replied that the meeting would be held in spite of the police order.

MAY BRING OLD CASTLE HERE.

London Hears That a Wealthy American Has Bought Tattersall's.

Special Cable Dispatches to The Sun.
 LONDON, Sept. 21.—It is stated here to-day that Tattersall's Castle, near Lincoln, which was recently offered as a gift to the British nation, has been purchased by an American millionaire, who will erect it stone by stone in the United States.

The castle contained famous chimney pieces, dated 1428 and copied by Pugin when he designed the fireplaces in the Houses of Parliament.

Tattersall's Castle is mainly a sixteenth century structure. Parts are older and it has been called the finest specimen of medieval brick work in England.

The four fireplaces in the castle are of great beauty in design and give the heraldic history of the builders and owners of the castle. The castle lately came into notice because of an attempt to save these for the nation. Major Sir Henry Francis Trippel offered to provide the necessary funds, but several manipulations which already had been taken out of the building were so badly broken that the Council of the National Trust refused his proffered assistance.

Samuel Willets of the real estate firm of Baring, Cocks & Samuel Willets said last night at his house in Westbury, L. I., that he had not heard of a plan which has been spoken of to relocate the castle on Long Island. Cocks & Willets have unusual opportunities for knowing the plans of the wealthy as regards Long Island.

Dr. Jowett Sails for New York.

Special Cable Dispatches to The Sun.
 LIVERPOOL, Sept. 21.—The Rev. John H. Jowett of the Fifth Avenue Presbyterian Church, New York, who was at Halifax, England, to attend the funeral of his mother, sailed for home to-day on the steamship Adriatic.

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MADRID STRIKE A FIASCO.

Practically No Sign of Trouble—Government Controls Situation.

Special Cable Dispatches to The Sun.
 MADRID, Sept. 21.—This city presented its normal aspect this morning despite the so-called general strike. The only indication of trouble was the absence of cabs and the failure of three newspapers to make their appearance. The railroad and tram services were proceeding without the slightest hitch.

It appeared that because of lack of unanimity among the labor unions the strike had collapsed.

To-day's report gave the impression that the revolution and labor movement in Spain is at an end. The failure is the result of the declaring of martial law.

The authorities have seized a complete list of the revolutionaries and it shows the existence of a carefully prepared anarchist plot which the strikes were intended to bring to a head. At a great meeting at Barcelona on September 14 the entire plan was drawn up.

A revolutionary committee of ten members and an executive committee of six were nominated. Some of these left for Bilbao, Valencia, Saragossa and Madrid. Agents were immediately appointed at Seville, Valencia, Malaga, Oviedo, Valladolid, Alicante, Vigo and Gijon. All the members of the three committees have been arrested and imprisoned.

Revolutionary proclamations to the populace have been discovered. The plan of the revolutionaries was to attack the convents, barracks and public buildings. They had a stock of bottles filled with explosives and were plentifully supplied with money.

Large quantities of French bank notes and coin have been seized.

On leaving the royal palace this evening Prime Minister Canalejas made a statement to a number of journalists. He said: "Gentlemen, I am pleased to inform you that the strike everywhere is at an end."

WASHINGTON, Sept. 21.—The State Department was advised to-day by the American Legation at Madrid that the Spanish Government has the strike situation well under control.

EARTHQUAKE AND VOLCANO.

Costa Rican Village Shaken Down: Lives Lost—Dust Ruins Crops.

Special Cable Dispatches to The Sun.
 AMARILLA, Costa Rica, Sept. 21.—Toro Amarilla, a village near here, has been totally destroyed by an earthquake, the loss including about 200 lives, a government official. A score of persons were hurt and a hundred houses demolished.

The volcano of Poas is in eruption and the town's ruins are threatened with fire. The residents have fled into the country. A landslide from Poas made the roads impassable and live stock had to be abandoned. Thick volcanic dust is ruining the crops of this entire section.

MEIJI GAKUIN SCHOOL BURNED.

Catastrophe to Great Presbyterian Mission Enterprise at Tokio.

Special Cable Dispatches to The Sun.
 TOKIO, Japan, Sept. 21.—The Meiji Gakuin, the leading Presbyterian mission school in Tokio, was destroyed by fire last night.

The academic department of the Meiji Gakuin, according to its latest statement, had 300 students. There was also a theological department with twenty-four students, under the control of the Board of Foreign Missions of the Presbyterian Church in the United States.

GUIDES BORE WYMPER COFFIN.

Remains of Explorer and Alpine Climber Buried at Chamoni.

Special Cable Dispatches to The Sun.
 CHAMONI, Sept. 21.—Edward Wymper, the explorer and mountain climber, was buried yesterday afternoon in the cemetery here. The coffin was carried by leading guides from Austria, Italy and France.

There were numerous floral wreaths placed on the coffin.

SUCCESSOR TO STOLYPIN.

Kokotsev Becomes Premier Provisionally—But in Finland.

Special Cable Dispatches to The Sun.
 ST. PETERSBURG, Sept. 21.—M. Kokotsev returned here and assumed the Premiership provisionally.

HELSINKI, Sept. 21.—The Governor-General has ordered the dissolution of the Finnish boy and girl scouts, who number about seven thousand.

Air Mails in Morocco.

Special Cable Dispatches to The Sun.
 TANGIER, Sept. 21.—Aviator Brogi, who carried the mails from Casablanca to Fez and who arrived at the latter place on the 17th and delivered his bags, reached Moquezzin on his return trip on the 19th.

The Weather.

Sept. 22.—A moderate depression was central yesterday, over southern Lake Michigan and the lower Ohio valley. The weather was fair and clear in the lake regions into the central and Gulf and South Atlantic States, with cloudiness increasing in the middle Atlantic States. It was generally fair to the west of the plains States, except for light rain on the north Pacific coast.

The pressure was high over the Atlantic and Gulf States and over most of the West.

It was cloudy over New England and eastern New York, Pennsylvania and from Iowa and Nebraska southwest into New Mexico.

In the Ohio Valley and lake regions and to the west of the Rocky Mountains and in the Southern States generally it was warmer. There was no freezing weather.

In this city to-day was generally fair, becoming cloudy in the afternoon, little temperature change, showers fell northeast to southwest, average humidity, 81 per cent., barometer, corrected to read to sea level, at 3 A. M., 30.16; at 3 P. M., 30.16.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table.

For eastern New York and New England, showers, probably followed by fair to-day; fair to-morrow; moderate variable winds.

For the District of Columbia, eastern Pennsylvania, New Jersey, Delaware, Maryland and Virginia, fair to-day; probably fair to-morrow; not much change in temperature; light variable winds.

For western New York, western Pennsylvania and Ohio, fair to-day and probably to-morrow; light to moderate variable winds.

DISCOUNTS UP IN EUROPE

ALL THE BIG BANKS AFFECTED BY WAR UNCERTAINTIES.

Official Statements in France the Most Hopeful Yet for Settlement of Moroccan Dispute, but Money Is Nervous—Now Russia Also Asks Compensation.

Special Cable Dispatches to The Sun.
 LONDON, Sept. 21.—For the first time since the opening of negotiations between France and Germany over Morocco there is simultaneous optimism at Paris and Berlin.

Both houses were firmer to-day, and the soldiers whose time has expired will be dismissed in both countries. In France they will be dismissed by September 26 and in Germany by September 30 at the latest.

The Bank of England increased its rate of discount to-day from 3 to 4 per cent. The rate has been at 3 per cent. since March 9, 1910. The raise in the rate is believed to have been caused by the strained international financial position, especially at Paris and Berlin. This has caused much forced liquidation.

The weekly bank statement last week was very strong and there would have been no reason for an increase in the rate except for the present unusual conditions.

PARIS, Sept. 21.—The Bank of France to-day increased its rate of discount from 3 to 3½ per cent. The bank also raised the rate for loans on securities from 3½ to 4 per cent.

A semi-official note issued this afternoon says: "The conversation with M. Cambon, the French Ambassador at Berlin, and Herr von Kiderlen-Wachter, the German Foreign Minister, held yesterday, confirmed the disposition of Germany to seek a basis for a definite understanding with France regarding Morocco. It may now be assumed, after an examination of the German point of view, to which the French Government will devote itself for the next few days, and after precision has been given to the formula before them, that the establishment of an agreement will be possible."

The general tone of the newspapers to-day is favorable toward a satisfactory and peaceful solution of the Moroccan question. It is said that France and Germany have agreed in regard to the political and economic situation in Morocco. The only dispute remaining are in regard to minor questions concerning Morocco and the German compensation in the French Congo. These, it is expected, will be settled without further trouble.

The Cabinet will meet to-morrow under the presidency of M. Fallieres to consider the latest German proposals.

The Minister of War announced to-day that two year soldiers whose term of service expires this month will be allowed to leave on the 24th inst. The notice issued by the War Office says the German officials at Metz, Mulheim, Mulhouse and other points, which are practically frontier garrisons, have already liberated such soldiers of the German army.

ST. PETERSBURG, Sept. 21.—One of the confidants of the Czar informed the French Ambassador to-day that if the signatories to the Algeiras convention admit the principle of compensation in the negotiations between France and Germany over Morocco, Russia will claim recognition of her moral and economic rights in Asia Minor.

BRUSSELS, Sept. 21.—The Bank of Belgium to-day increased its rate of discount from 3½ to 5½ per cent.

VIENNA, Sept. 21.—The Bank of Austria-Hungary increased its discount rate from 4 to 5 per cent. to-day.

ITALY TO TAKE TRIPOLI.

Cabinet Approves Plan—U. S. Recognizes Special Interests.

Special Cable Dispatches to The Sun.
 NAPLES, Sept. 21.—The Italian occupation of Tripoli is approved by the Cabinet. It is said that the United States Government before despatching the cruiser Chester to Tripoli directed the American Ambassador at Rome to ascertain if the presence of the cruiser in Tripoli waters would cause trouble either at Rome or Constantinople.

The Turkish Government, not having been advised of the Chester's visit, is said to have been upset.

CARMANIA GETS IN LATE.

Liner Has More Trouble With Machinery on Eastern Voyage.

Special Cable Dispatches to The Sun.
 LIVERPOOL, Sept. 21.—The Cunard steamship Carmania, which sailed from New York at 7 P. M. on Sunday, September 10, arrived here last night several days late. The delay was caused by trouble with the vessel's turbines.

On her last trip to New York the Carmania had to put into Halifax because of machinery trouble and was late in sailing for this side.

TO AVERT PHILIPPINE FAMINE.

Commission Buying Rice and Will Keep Down Prices to Natives.

Special Cable Dispatches to The Sun.
 MANILA, Sept. 21.—The Government is taking active measures to solve the rice situation. That staple is extremely scarce and famine prices are prevailing. The Philippine Commission purchased to-day a shipload of rice at Rangoon. Other purchases will be made wherever possible.

ARABI PASHA IS DEAD.

Egyptian Statesman Almost Got His Country in War.

Special Cable Dispatches to The Sun.
 CAIRO, Sept. 21.—Arabi Pasha is dead.

Arabi Pasha, a name to which in later years was added al-Misri, "the Egyptian," was born of fellah parentage in Lower Egypt in 1820 or 1840. He entered the army as a conscript when he was 14 years old. He joined a secret society of which the object was to oust Turkish officers from the Egyptian army. He also conspired against the British.

In 1881 Arabi and two other Colonels were court-martialed for disobedience, were rescued by their soldiers and as a result the Khedive was forced to dismiss the Minister of War. Later in the same year Arabi led a demonstration which compelled the Khedive to increase the numbers and pay of the army, change the Ministry and convene an assembly of nobles.

Arabi became Under Secretary of War early in 1882, and a month later was made Secretary of War. At the beginning of June his dictatorial attitude caused the sending to Alexandria of British and French war vessels. On June 11 there was rioting in the streets of Alexandria in which many Europeans were killed.

On July 11 of the same year a British fleet bombarded the forts and a British force under Sir Garnet Wolseley defeated Arabi in September. He escaped to Cairo and surrendered. He was put on trial for rebellion but pleaded guilty and the death sentence was commuted to banishment for life in Ceylon. In May, 1901, the Khedive permitted him to return after nearly twenty years of exile.

"Clothes do not make the Man"